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Award

## **Agreement relating to Metrolink Tram Depot Lifting Jacks**

Transport for Greater Manchester

F15: Voluntary ex ante transparency notice

Notice identifier: 2022/S 000-014636

Procurement identifier (OCID): ocds-h6vhtk-033fd2

Published 25 May 2022, 1:34pm

### **Section I: Contracting authority/entity**

#### **I.1) Name and addresses**

Transport for Greater Manchester

2 Piccadilly Place

Manchester

M1 3BG

#### **Contact**

Ms Francesca Hibbert

#### **Email**

[francesca.hibbert@tfgm.com](mailto:francesca.hibbert@tfgm.com)

#### **Telephone**

+44 1612441599

#### **Country**

United Kingdom

**NUTS code**

UK - United Kingdom

**Internet address(es)**

Main address

<http://www.tfgm.com>

Buyer's address

<http://www.tfgm.com>

**I.4) Type of the contracting authority**

Other type

Transport Authority

**I.5) Main activity**

Other activity

Transport

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## **Section II: Object**

### **II.1) Scope of the procurement**

#### **II.1.1) Title**

Agreement relating to Metrolink Tram Depot Lifting Jacks

Reference number

DN613732

#### **II.1.2) Main CPV code**

- 34000000 - Transport equipment and auxiliary products to transportation

#### **II.1.3) Type of contract**

Supplies

#### **II.1.4) Short description**

Following a competitive tender exercise in 2009 hydraulic tram lifting jacks were procured via Mechan for the Metrolink Trafford depot and subsequently Queens Road depot, to enable servicing of the tram fleet.

The Metrolink Operator (KAM) has submitted a request to procure an additional 12 number hydraulic rail lifting jacks for synchronised lifting of trams at the Queens Road Depot to expedite additional maintenance support required for the now increased Metrolink rolling stock fleet.

TfGM are seeking to single source the procurement of 12 number tram lifting jacks for the Queens Road Metrolink Depot.

To avoid potential operational risks, it is proposed to procure the identical set of hydraulic lifting jacks to add to the existing jack set at Queens Road Depot and procure the additional 12 jacks from Mechan Ltd. Mechan has previously supplied the hydraulic lifting Jacks in both Queens Road and Trafford Depots.

The design intent is to ensure that future increased tram hydraulic lifting maintenance procedures are capable of dealing with double trams as they are brought into Queens Road Depot. The additional 12 hydraulic lifting jacks will ensure that the Queens Road Maintenance Depot has two sets of 8 lifting jack sets (8 jacks required to lift each double tram). This will enable double road maintenance activity to trams in the same maintenance shift.

### **II.1.6) Information about lots**

This contract is divided into lots: No

### **II.1.7) Total value of the procurement (excluding VAT)**

Value excluding VAT: £280,000

## **II.2) Description**

### **II.2.3) Place of performance**

NUTS codes

- UK - United Kingdom

### **II.2.4) Description of the procurement**

TfGM are seeking to single source the procurement of 12 number hydraulic lifting jacks for the Queens Road Metrolink Depot.

Following a competitive tender exercise in 2009 hydraulic tram lifting jacks were procured via Mechan for the Metrolink Trafford depot and subsequently Queens Road depot, to enable servicing of the tram fleet.

The Metrolink Operator (KAM) has submitted a request to procure an additional 12 number hydraulic rail lifting jacks for synchronised lifting of trams at the Queens Road Depot to expedite additional maintenance support required for the now increased Metrolink rolling stock fleet.

To avoid potential risks, it is proposed to procure the identical set of hydraulic lifting jacks to add to the existing jack set at Queens Road Depot and procure the additional 12 number jacks from Mechan Ltd. Mechan has previously supplied the hydraulic lifting Jacks in both Queens Road and Trafford Depots.

The new synchronised hydraulic lifting jacks will be added to the existing 4 Mechan synchronised hydraulic lifting jacks already being utilised at Queens Road Depot. The existing lifting jack asset is a mobile synchronised lifting jack set with the ability to accept an “add-on facility” for increased lifting capability.

The Metrolink Assurance Manager responsible for overseeing compliance with the overarching Metro Case for Safety has undertaken the qualitative risk assessment to evaluate whether a “mixed set” of synchronised mobile hydraulic lifting jacks (i.e. two different types of hydraulic lifting jack sets from two different manufacturers) posed a greater maintenance safety risk to operations, more than an individual increase to the

“Mechan” lifting jack sets.

The assessment determined that providing a “mixed set” of synchronised mobile hydraulic lifting Jacks does indeed pose a greater safety risk due to:

- The activity of hydraulic jack lifting is one of the more risk assertive activities within a Tram Depot Facility. It has a definitive “human factor” consideration towards the safety spectrum of attentive preparation, equipment training and use of the specified asset. Any “mixing” of asset type may lead to confusion of equipment control reading and the loss of familiarity of product. This would not be preferable by the professional maintenance operatives involved.
- Different hydraulic lifting jack manufacturers may have different lifting drive speeds of acceleration of jack set. This mix of “acceleration lift” may lead to the uneven lifting of a tram set. This uneven lifting activity could lead to the “locking out” of any potential lift. Again any “human factor element” of additional operator involvement in correctional procedures should be avoided.
- Two differing sets of hydraulic lifting equipment results in two sets of asset training, two sets of O&M Procedures and the probability of questioning which set of equipment is at fault in the event of any lift “lock out”. This again increases the “think time” of maintenance staff against any mishap and the resulting reduction in the precise attention span to the maintenance activity task of the hydraulic lift operation.

Therefore, to avoid potential risks, it is proposed to procure the identical set of hydraulic lifting jacks to add to the existing jack set at Queens Road Depot and procure the additional 12 number jacks from Mechan Ltd. Mechan has previously supplied the hydraulic lifting Jacks in both Queens Road and Trafford Depots.

#### **II.2.11) Information about options**

Options: No

#### **II.2.13) Information about European Union Funds**

The procurement is related to a project and/or programme financed by European Union funds: No

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## Section IV. Procedure

### IV.1) Description

#### IV.1.1) Type of procedure

Negotiated without a prior call for competition

- The works, supplies or services can be provided only by a particular economic operator for the following reason:
  - absence of competition for technical reasons

Explanation:

As part of the Metrolink Renewals and Enhancements Programme (MREP), and in accordance with the requirements identified within the Metrolink Operating and Maintenance Agreement (MOMA), the Metrolink Operator (KAM) has submitted a request, approved by Metrolink, to procure an additional 12 hydraulic rail lifting jacks for synchronised lifting of trams at Queens Road Depot to expedite additional maintenance support required for the increased Metrolink rolling stock fleet.

The new synchronised hydraulic lifting jacks will be added to the existing 4 “Mechan” synchronised hydraulic lifting jacks already being utilised at Queens Road Depot. The existing lifting jack asset is a mobile synchronised lifting jack set with the ability to accept an “add-on facility” for increased lifting capability.

The design intent is to ensure that future increased tram hydraulic lifting maintenance procedures are capable of dealing with double trams as they are brought into Queens Road Depot. The additional 12 hydraulic lifting jacks will ensure that the Queens Road Maintenance Depot has two sets of 8 lifting jack sets (8 jacks required to lift each double tram). This will enable double road maintenance activity to trams in the same maintenance shift.

The Metrolink Assurance Manager responsible for overseeing compliance with the overarching Metro Case for Safety has undertaken the qualitative risk assessment to evaluate whether a “mixed set” of synchronised mobile hydraulic lifting jacks (i.e. two different types of hydraulic lifting jack sets from two different manufacturers) posed a greater maintenance safety risk to operations, more than an individual increase to the “Mechan” lifting jack sets.

The assessment determined that providing a “mixed set” of synchronised mobile hydraulic lifting Jacks does indeed pose a greater safety risk due to:

The activity of hydraulic jack lifting is one of the more risk assertive activities within a Tram Depot Facility. It has a definitive “human factor” consideration towards the safety spectrum of attentive preparation, equipment training and use of the specified asset. Any “mixing” of asset type may lead to confusion of equipment control reading and the loss of familiarity of product. This would not be preferable by the professional maintenance operatives involved.

Different hydraulic lifting jack manufacturers may have different lifting drive speeds of acceleration of jack set. This mix of “acceleration lift” may lead to the uneven lifting of a tram set. This uneven lifting activity could lead to the “locking out” of any potential lift. Again any “human factor element” of additional operator involvement in correctional procedures should be avoided.

Two differing sets of hydraulic lifting equipment results in two sets of asset training, two sets of O&M Procedures and the probability of questioning which set of equipment is at fault in the event of any lift “lock out”. This again increases the “think time” of maintenance staff against any mishap and the resulting reduction in the precise attention span to the maintenance activity task of the hydraulic lift operation.

Additionally, the findings of the assurance manager identified the potential for operator maintenance staff being able to use any of the above points as “workplace confusion” in the event of incident or accident. This needs to be considered in any selective reasoning of mixed hydraulic lifting jack compilations within a maintenance facility.

Therefore, to avoid potential risks, it is proposed to procure the identical set of hydraulic lifting jacks to add to the existing jack set at Queens Road Depot and procure the additional 12 jacks from Mechan Ltd via a single source route.

Mechan has previously supplied the hydraulic lifting Jacks in both Queens Road and Trafford Depots.

#### **IV.1.8) Information about the Government Procurement Agreement (GPA)**

The procurement is covered by the Government Procurement Agreement: Yes

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## **Section V. Award of contract/concession**

A contract/lot is awarded: Yes

### **V.2) Award of contract/concession**

#### **V.2.1) Date of conclusion of the contract**

25 May 2022

#### **V.2.2) Information about tenders**

The contract has been awarded to a group of economic operators: No

#### **V.2.3) Name and address of the contractor/concessionaire**

Mechan Limited

Sheffield

S9 4EX

Country

United Kingdom

NUTS code

- UK - United Kingdom

The contractor/concessionaire is an SME

No

#### **V.2.4) Information on value of contract/lot/concession (excluding VAT)**

Total value of the contract/lot/concession: £280,000



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## **Section VI. Complementary information**

### **VI.4) Procedures for review**

#### **VI.4.1) Review body**

High Court of England and Wales

London

Country

United Kingdom